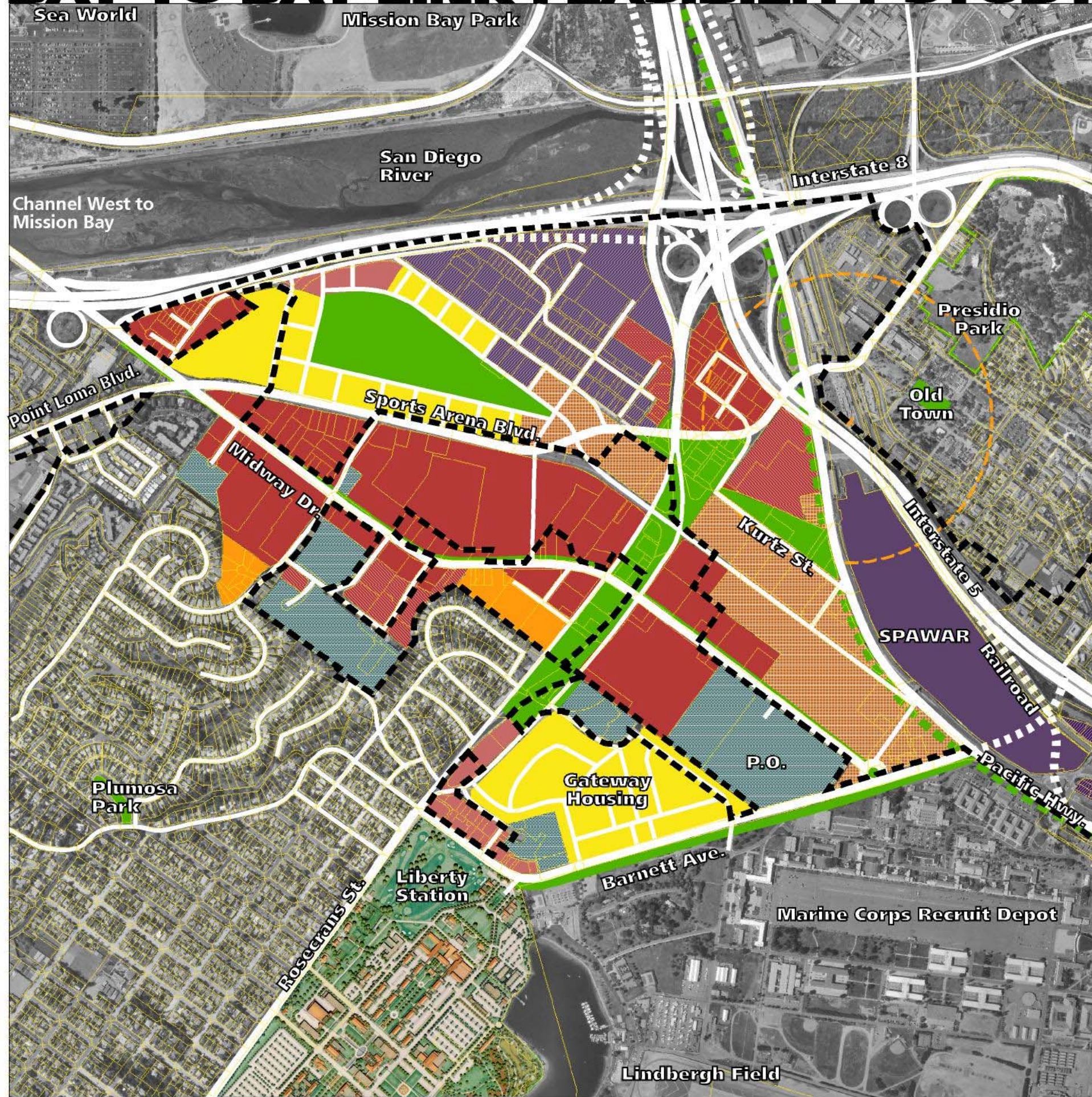


# BAY TO BAY LINK FEASIBILITY STUDY



## Park System Link Concept Alternative

Midway / Pacific Highway Corridor Community Plan Amendment 1/99  
Proposed Land Use

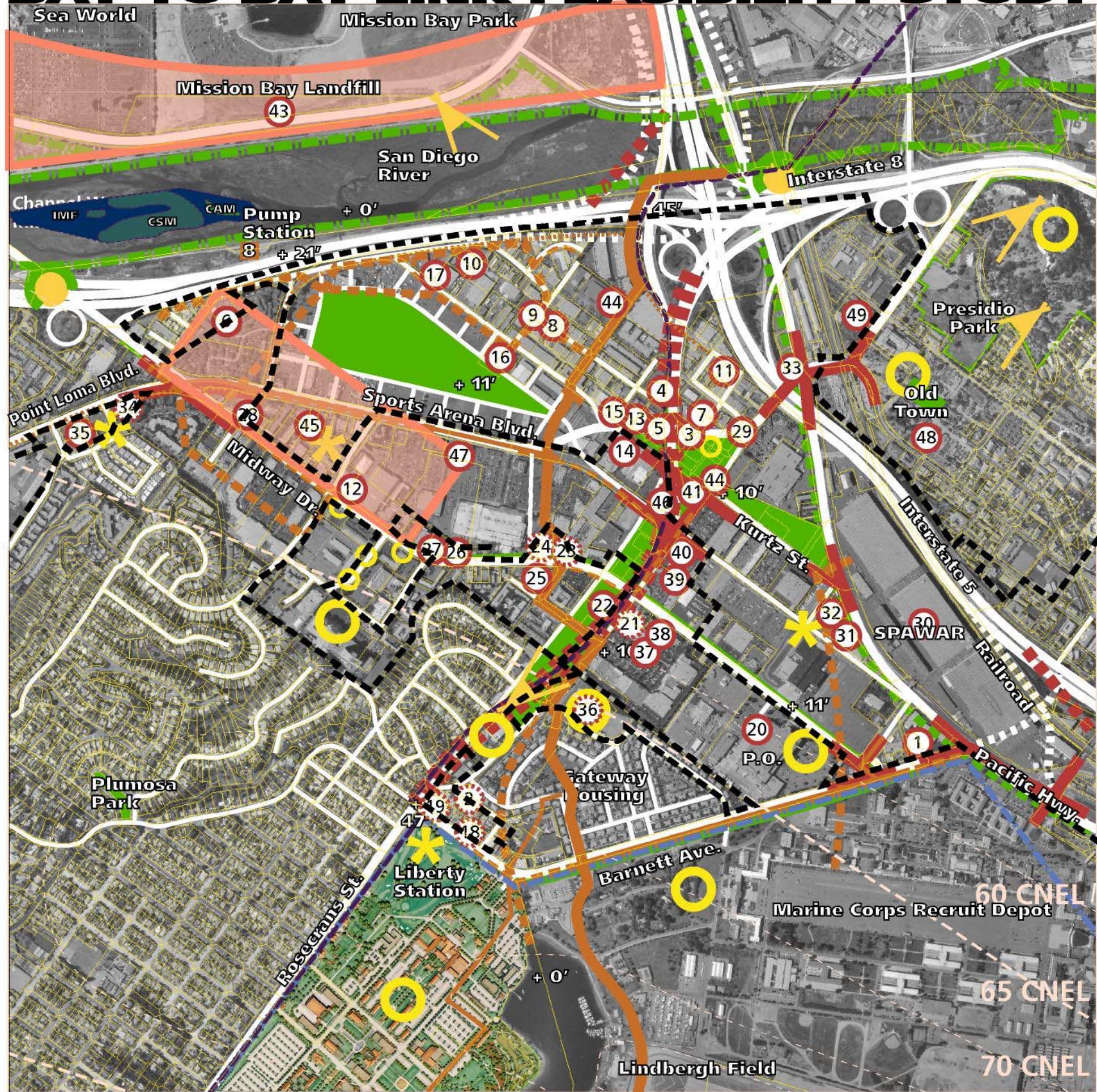
- Redevelopment Area Boundary
- Residential Medium 29 DU/AC
- Residential Medium / High 43 DU/AC
- Commercial - Community
- Commercial - Neighborhood
- Commercial - Office
- Commercial - Recreation
- Commercial - Transportation Related
- Commercial - Visitor
- Industrial Park
- Light Industrial
- Institutional
- Multiple Use
- Public Park / Open Space

1/4 Mile radius  
Transit Stop





# BAY TO BAY LINK FEASIBILITY STUDY



## Opportunities & Constraints Diagram Park System Linkage Alternative

- Redevelopment Area Boundary
- Multiple Species Conservation Program  
Brackish Marsh, Coastal Salt Marsh, Intertidal
- Cultural Resources, *general locations*
- Subsurface Archaeological Sites
- Pedestrian/Bicycle access to the San Diego River Park Trail network
- 96" Sanitary Sewer
- 16" - 30" Sanitary Sewer
- 32" - 56" Storm Drain
- 22" - 30" Storm Drain
- 24" Water Line
- 8" Navy Jet Fuel Line
- Municipal Land Fill
- Closed File for Leaking Underground Storage Tank
- Open File for Leaking Underground Storage Tank
- Key Observation Points
- Additional Traffic Capacity is required
- Deficient intersection, level of service, safety
- Coastal Zone Boundary
- Community Noise Equivant Level (CNEL)
- + 10' Elevation

Wallace Roberts & Todd LLC - Moffatt & Nichol Engineers - Ninyo & Moore - Katz, Okitsu & Assoc. - Helix Environmental Planning, Inc. - Professional Consulting Group - Economics Research Assoc.



**WATER QUALITY**

By foregoing construction of a channel, this alternative would minimize impacts related to erosion, sedimentation and the need for dewatering. The potential for some impacts related to these issues would, however, exist because of the (relatively limited) grading required in association with redevelopment and creation of public open space/park lands. The potential for contamination from construction-related hazardous materials also would exist, but the duration of this hazard would likely be somewhat less than with the other two alternatives. Although a potential exists for sediment and construction-related hazardous materials to drain to the San Diego Bay or River through storm drains, this would be limited because the project would not be directly connected to these sensitive water bodies. Because project-related grading would exceed five acres, the General Construction Activity Storm Water Permit, with associated measures to minimize potential water quality impacts, would be required as described above.

The absence of the channel in this alternative would substantially limit the amount of potential dewatering required, but some could still be expected in association with the above-noted grading activities. It is considered unlikely that any groundwater encountered would be directed to surface water bodies, because of the project’s isolation from them. Under this alternative, it is more likely that the anticipated minimal amount of groundwater encountered would be directed to the City’s sewage system, with the associated requirement that the effluent meet the City’s discharge requirements, thus minimizing any potential impacts. This alternative also would eliminate the potential for mixing of bay waters and river flows, and associated potential impacts.

This alternative would result in the generation of urban contaminants associated with redevelopment (although likely not substantially different from existing conditions) and landscaping of the public open space/park lands. As noted above, the transport of these contaminants would be somewhat limited because there would be no direct connection from the project to sensitive water bodies. The project also would be required to implement measures to comply with NPDES and associated City requirements regarding water quality and runoff discharge.



Small water features provide recreation opportunities.

**Water Quality & Biological Resources**

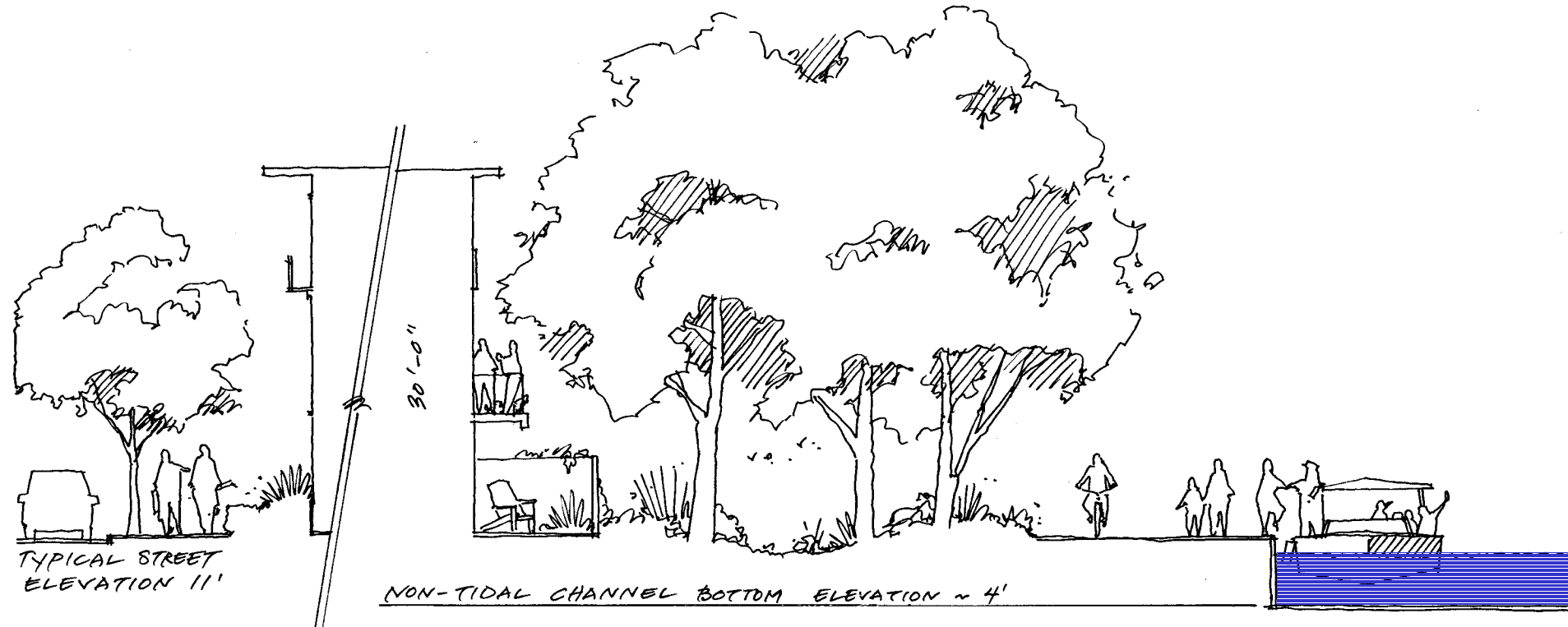
**BIOLOGICAL RESOURCES**

This alternative would avoid any direct impacts to sensitive habitat or species, as it would occur entirely in areas that are developed and do not support sensitive resources. There is some potential for indirect impacts to sensitive species in the San Diego River due to demolition/construction activities in the vicinity. These activities would, however, be separated from the river by Interstate 8, and changes near San Diego Bay would be minimal, so impacts would likely not be assessed as significant in the context of the existing conditions. As described above, this alternative would result in some short- and long-term water quality impacts; runoff would, however, be filtered before reaching sensitive biological resources. There is some limited potential for use of proposed park areas by common wildlife; this would not, however, be regarded as a significant environmental benefit.

Because none of the project elements would occur adjacent to or directly within sensitive habitats, the potential for long-term habitat impacts also would be minimal. No increase in motorized watercraft would occur. No mixing of waters of various salinities or potential for draining of water from wetland habitats would occur. Human presence in nearby habitats also would not be expected to noticeably increase. No invasion of exotic species into sensitive areas would be anticipated, because of the lack of connectivity between areas affected by the project and such areas.



# BAY TO BAY LINK FEASIBILITY STUDY



The Non-Tidal Channel alternative, not linked to the San Diego River or the Bays invites urban waterfront development without the complications associated with water quality, habitat mitigation, and construction costs.

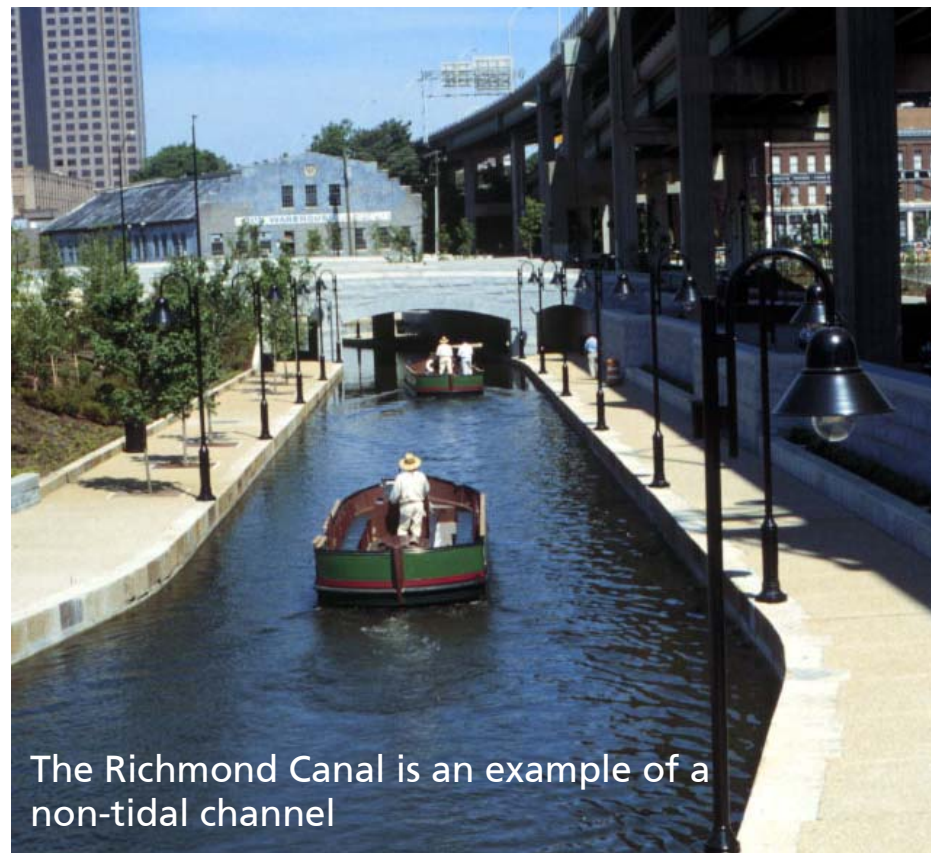
## Non-Tidal Channel Alternative

The Non-tidal Alternative proposes 29 acres of park land including:

- Neighborhood park along Rosecrans; and
- 2 small parks on the Sports Arena Site in the center of housing and multiple use development.

The water area would be unique type of public open space allowing small boats to circulate the eastern and western inland loops.

The Non-tidal Alternative also allows for La Playa Park.



The Richmond Canal is an example of a non-tidal channel



DRAFT



# BAY TO BAY LINK FEASIBILITY STUDY



## Non-Tidal Channel Concept Alternative

 Redevelopment Area Boundary

The Non-tidal Alternative is composed of two independent water ways that circle through the residential development on the Sports Arena site and the multiple use development east of Rosecrans. This alternative provides urban waterfront and boating opportunities without the complications of a navigable channel linked to either of the Bays.



The channel of Capitol City Landing in Indianapolis extends through parks and diverse urban districts.